

OGDEN CITY, UTAH, SATURDAY, DECEMBER 5, 1914.

SOLD! Faithful Dobbin.

For Cannon Fodder!!

How Animals Are Taken From Peaceful Pastures and After a Rapid Fire Test By French and English Experts Are Hurried to Europe to Take the Places of the Slaughtered

Among the busiest men in the world these days is Charles Shelby, wind inspector at the horse and mule market of the National Stock Yards, Illinois. When Europe went to war a few months ago the British and French cavalry and artillery was drawn up on the Belgian frontier to fight back the onrushing tide of German invaders.

The Germans rode into position, unlimbered their big fourteen-inch guns, applied the fuse and in four days the horses pulling the cannon and carrying the cavalymen were dead. That is what made Shelby so busy. More cavalry and field artillery horses were rushed to the front to take the places of the fallen animals, but at the rate the animals were being blown to death by the animated machinery of the Kaiser's men, British and French military experts decided they soon would be out of first class cavalry and artillery horses.

Soon the cables to America were hot with orders for horses. The first ships across the water brought French buyers and Canadian Army officers crowded into every horse market to get the cream of American horses to be turned into war horses, whose length of life on the actual firing line has been reckoned as only four days.

A man can lie down or get in a trench, but a horse cannot learn to do that on a minute's notice. Hence he stands up and is killed. And every time a horse is killed at the battle front it means another horse for Charles Shelby and other men with similar positions to test for wind.

It took the old-fashioned Yankee horse trader a half-day to inspect his horse. The animal had to be inspected not only for wind, but his teeth were gone over carefully as were his feet and limbs. The horse trader would hunt long and carefully for a slight spavin or traces of sweeney. After a careful examination he would put the animal through its paces and finally, if he approved, he would offer less than the horse was worth so he could offer more "so as to make the trade."

But Shelby isn't in that class. He tests from 500 to 1,000 horses a day on the average, and on real busy days passes on as high as 2,000 animals. A trusted long-winded gray horse is used in these tests. The horse to be tested is hitched to the gray and the two are driven at high speed up and down the main street of the horse and mule market. An expert driver sits on the seat of the wagon and no matter how fractious the horses none have ever failed to submit to the master driver. Suddenly they are stopped in their wild drive and Charles Shelby comes in for his work. He listens for a few seconds to the horse's breathing and either motions the horse be put in the sale-room or rejected as unsound.

Attendants rush another horse into the harness and in a few more seconds another animal is being tested for wind. The entire test is over in a minute or so. The trained ear of Inspector Shelby can recognize the slightest defect in the horse's lungs or respiratory organs.

The buyers at National Stock Yards do not have to worry about testing an animal after the official inspection is over. All they have to do is to bid.

BRITISH AND FRENCH STOP AUCTION MARKET.
Before the war broke out an auction market was conducted daily at

AT TOP—A group of cannon horses going into action. Upper right—The man who inspects a thousand horses a day for wind. Center—The old National Stock Yards horse and mule market, where more horses change hands than anywhere else in the world, and where English and French buyers are taking American horses away by the hundreds every day. Lower right—A group of cavalry horses bought by the French and being led away. Below—A bunch of horses bought by the British Government being loaded on freight cars for shipment, also mules bought for use in army trains.

the stock yards. Every day the big bell in front of the weather-beaten sales pavilion would call the buyers to the auction where they could bid against each other. But when the British and French buyers arrived the auctions were suspended for the time because the governments wanted the entire output.

The price for these war horses averages \$200 each. The English buy the higher grade animals, but those purchased by the French are also of high quality. The horses used in pulling the heavy artillery are necessarily bigger animals than the cavalry horses. They have to have strength to pull the heavy guns and at the same time be fast enough to gallop into action.

The English are old customers of the National Stock Yards market as they came to America during the Boer war to buy mules for South Africa. The mules were used in the wagon trains hauling supplies to the British troops of South Africa.

The horses are recruited from the farms and the Western ranches for army service. These are first shipped to the market where the dealers sell them to the government buyers. Shelby is not the only man who does the inspection work at the National Stock Yards. E. N. Whitson tests the animals first for soundness.

Quick as a flash Whitson looks in the horse's mouth to tell the age by the teeth and to look for any defects there. He as quickly scans every part of the body and with a jerk of his thumb tells the attendant whether the horse is sound or not. He is

as quick in making his decisions as the umpire of a baseball game and what is more important there is no one to yell "rotten" at his decision.

After the purchase is made the horses are branded with the government brands of England and France. The marks are put on their flanks to show they were bought in the United States. E. U. is the French brand, the initial letters for United States in the French language.

The horses are then rushed to Canada in freight cars holding twenty horses to the car. In Canada they are loaded on shipboard and hurried to Europe where they are soon taken in hand by expert horsemen and put into action.

It is estimated that the European war will take out 100,000 horses from the United States in six months. Horse dealers say the loss will not be felt materially in the

United States because there are 20,000,000 horses here now. While the best horses are picked for the trade, these are not stock animals. The high grade brood mares and stallions are too valuable to be sold at the price the war buyers are willing to pay.

The fact there are 20,000,000 horses in the United States is the occasion for considerable surprise to many who have been predicting the horse is giving way to the automobile. Not only are there more horses in the United States today than there were twenty years ago, but the horses are worth more apiece than they were worth twenty years ago.

HORSE BUSINESS BENEFITED BY AUTO MANUFACTURE.

The automobile is a labor saving machine and all of the great horse

convicted that the pleasure car had replaced the coach horse and that the delivery automobiles and trucks would, under certain conditions, prove more economical than delivery and draft horses, yet they found that there was a vast amount of work in the cities that could be done more cheaply by horses. They

worked out, and the method in which sales are made is a very interesting feature.

The mules are nearly all handled by private sale and a great many are sold in car load lots. Some horses are sold at private sale, but the great majority are favored with a more spectacular method of transfer.

Eight hours a day for the first four or five days of the week a horse auction is conducted in a specially constructed amphitheater, with ample floor space in front of the auctioneer's stand. The horses are led in at one end and pass out at the opposite end when sold. Spectators are admitted to the seats that are built around the arena in which the buyers congregate and bid on the horses as they are put up for sale.

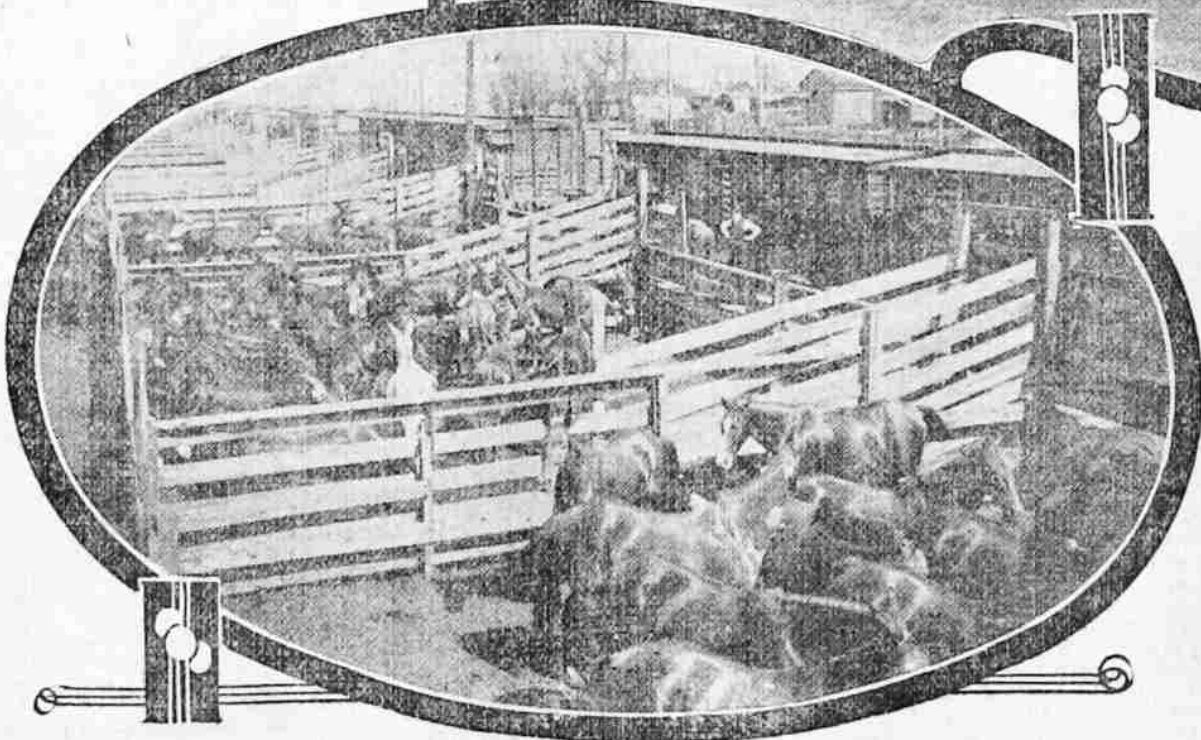
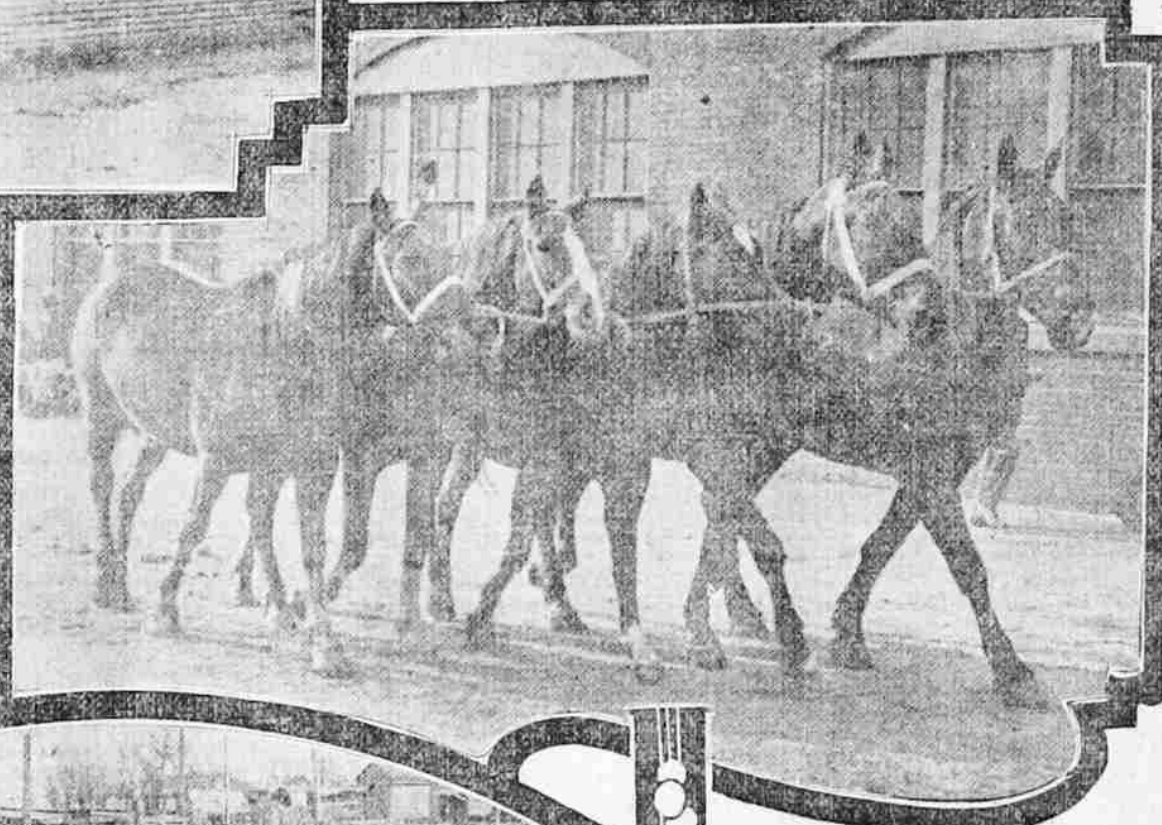
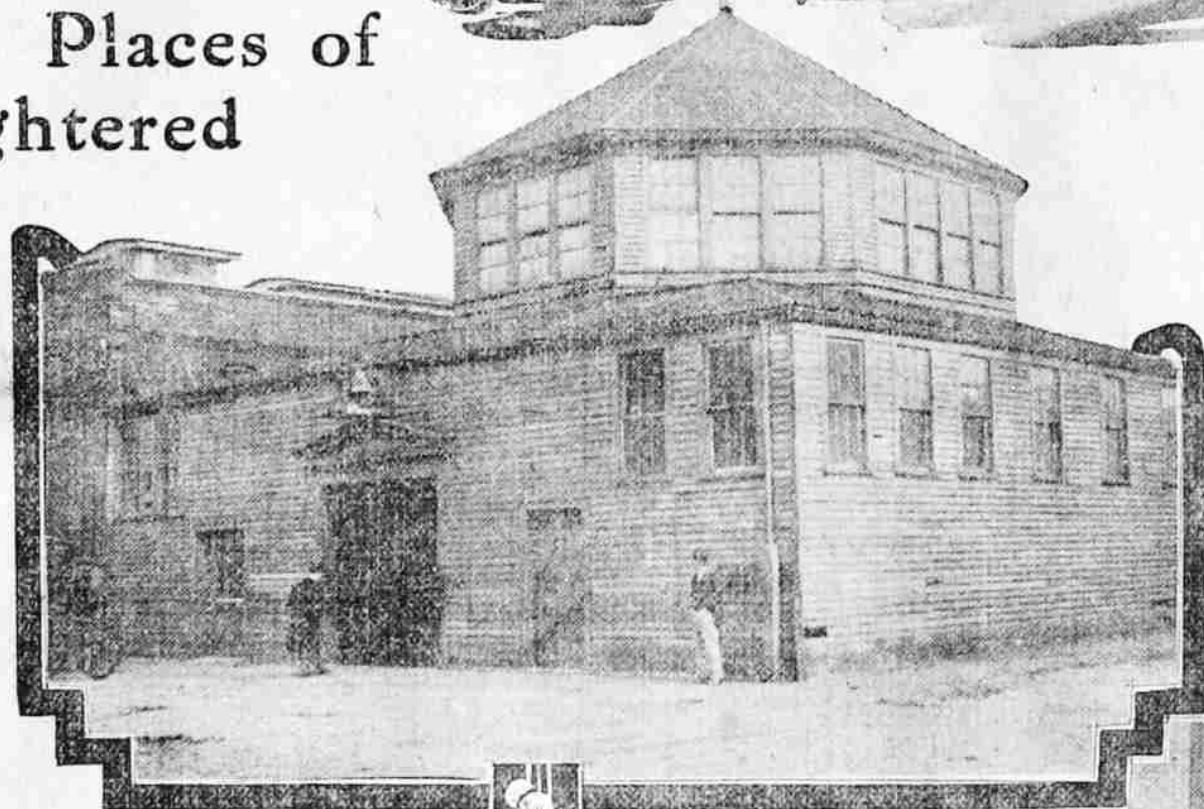
The auctioneer stands on an elevated platform that has the general appearance of a pulpit. Two clerks are seated on either side of the auctioneer, each making a record of each sale, providing a double check on the figures of every transaction.

When the buyer settles for his purchase, which is usually done after the load is bought, he disengages with the bill furnished him by the office force, the clerks' sheets are appealed to; if they agree he settles at the price shown on them, if they disagree, he pays the lower figure.

After being led in the ring the horses are moved sharply up and down in front of the auctioneer. So keen are the buyers of horses that before the onlooker can realize what is going on, a sale is completed and another horse is under consideration. Often two sales a minute are made.

The horse market of East St. Louis attracts a great many visitors. As a feature of interest it rivals the big "pit" in any of the board of trade or stock markets. There is something about the sale of horses that strikes a responsive chord in human nature. You may gaze into the vortex of the "pit" of the board of trade—see the wild gesticulations, and hear the seemingly vicious, unhuman vocal outburst of excited grain speculators. You may witness the almost childish conduct of the buyer and seller of securities on the stock market, but you will come away with none of that feeling of comfort and satisfaction that the sale of horses puts into your breast. As specimen after specimen of superb animal life is placed before you, there grows within you, even though you know little of horses, a sense of profound love for the horse, and reverence for the men who breed, care for and trade in horses.

The horse market tells a story of man's intimate relationship with nature—with mother earth and her bounty of substantial blessings, while the grain pit or the stock market portrays man in his ultra-artificial state—dealing in commodities that do not exist, creating false standards of value for profit, and taxing his brain and nervous system to an unnatural, deadly limit.



found that people were buying saddle horses for pleasure and exercise in greater numbers after than before the coming of the automobile. The National Stock Yards at East St. Louis, Ill., has long been known as the largest horse and mule market in the world. Its growth has been phenomenal. For example, in 1870, 2,235 head of horses and mules were received. In 1913 the record climbed to 170,000 head of horses and mules and 1914 promises a still further increase.

That the National Stock Yards market has grown because of the automobile, is a surprising and mystifying fact to many people, but when a careful analysis is made of the many conditions entering into its growth it becomes quite clear.

During the very busy season the National Stock Yards' market has received for sale in one week 3,116 head of horses and mules and in one day 2,262 head. When you consider that these horses and mules are consigned by different owners from practically all of the horse and mule producing sections of the country and sold to buyers from distant localities hundreds of miles apart, the system of handling must be well nigh perfect to prevent disastrous confusion in consignments. There is rarely ever a dispute over the ownership of an animal or of the purchase price. The details have been thoroughly and carefully